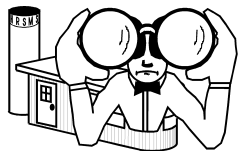


From The Bridge



End of Year

In this season of joyous remembrance of everything dealing with heart, health, and happiness, I ask that you take the time to remember the special people and things that enriched us and our hobby this year. Remember those who moved away and those who passed over the bar. Remember the little things that caused wonder or enlightenment. Remember the friendships, new and old, and those were made and lost—go after the lost ones; they are important. Remember the events that enriched our lore and gave us new anecdotal material—laughter is the best medicine. Most of all take time to visit with friends and family, and take time to make sawdust. I'll see you in the New Year.

I was reading an essay in another publication not connected with ship modeling and found that the author's central theme had merit in our avocation. This author began his message by (re)stating the axiom "It is a lot smarter to buy a pre-restored vehicle than to attempt the restoration yourself." That may be OK for some but, for the rest of us, it's what you miss out on that is important.

To say it another way, his message is simply: "sure, you can buy the bread; but it is infinitely more rewarding to make it yourself." Making it yourself is what we do. Some of us make it from scratch and some of us make it from a mix (kit.) In the end the results are much the same, you have a loaf of bread that is enjoyed by everyone around you. It's how you mix the ingredients and what you add to the recipe that determines if the bread is great or just good.

Same with ship modeling: You miss out on a lot of what is your mettle if you never try your hand at building. Some of the best rewards in this hobby come from the satisfaction of having done the work. Some of the best lessons come from making mistakes. Learning to deal with frustration and celebrating the joy of victory are beautiful things. Somewhere, sometime, you have to make sawdust. You have to experience the pride and satisfaction of doing it yourself. Along the way you'll learn how materials behave and come to understand what that plan is telling you. Somewhere along the way you'll feel what other's who've been there before feel and understand why.

Is this a license to be reckless? Heck no! But it is a license to try, and an opportunity to make mistakes and to grow as a person. So make shavings, make mistakes, and

(Continued on page 3)

Mystery Photo



Mystery Photo

Mystery Photo #257: If you don't think too much about it, or if you're like the average close-minded American, you would tend to think that the entire naval portion of World War Two was fought in only two of the world's oceans. If so, you would be about 98% correct in your assessment. But the other 2% of this history has stories worth telling. I can think of two in particular: The scuttling of *Graf Spee* off the mouth of the Rio de la Plata near Montevideo, Uruguay and the subject of this month's Mystery Photo.

Depending on your point of view there is nothing more depressing or exhilarating than seeing a vessel sink at sea. It's either a sad ending to some confrontation or a joyous celebration of victory; either way the vessel sinks, the tide of the battle may turn, and, in most cases, lives are lost. In this case, according to Charles Landrum, that number would be 293 of 1,575 men.

What do the responses say about this image?

Dave Baker in an unusually short response is sure the "mystery photo shows the Royal Navy carrier H.M.S. HERMES sinking on 9 April 1942 off Sri Lanka in the Bay of Bengal after air attack by Imperial Japanese Navy aircraft." Charles Landrum is also certain that the image "is a famous one of HMS Hermes sinking off Ceylon (Sri Lanka) April 9, 1942 after being attacked by Japanese dive bombers." The "bloody but unbowed after my last previous tries" Bob Comet "believe[s] our mystery ship to be the USS FRANKLIN CV 13." And finally, that ex-carrier man Rob Napier says, "I lean toward Hermes" after his exhaustive search through "Roger Chesnau's book *Aircraft Carriers of the World, 1914 to the Present*." He later confirms the identity as Hermes following a Google search.

Well, three out of four choose *HMS Hermes*, and we can make it a dentist's average if I throw in on the side of *Hermes* too. Bob, with you being an old gunnery officer, I suggest you stick with loading and firing and leave the spot-

(Continued on page 2)

MEETING NOTICE

Date: Saturday December 15, 2007

Place: 316 Sherwood Dr. Suffolk, Va.

Time: 1800 Hours

(Continued from page 1)



Mystery Photo

ting to the boys in the fighting top (just kidding!!) This image has been much publicized and does capture *Hermes* in her final minutes at the date and place indicated. The image is also one of the great "warship loss" images made during that war.

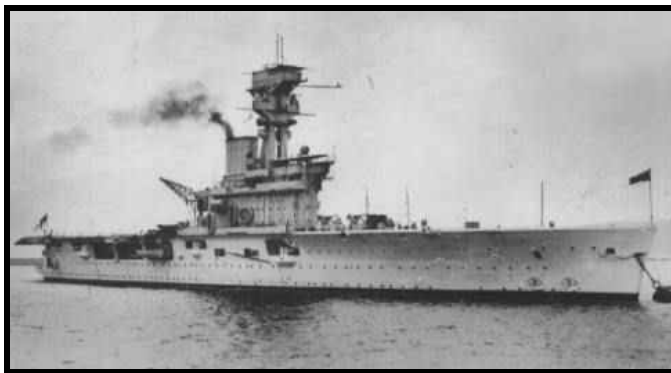
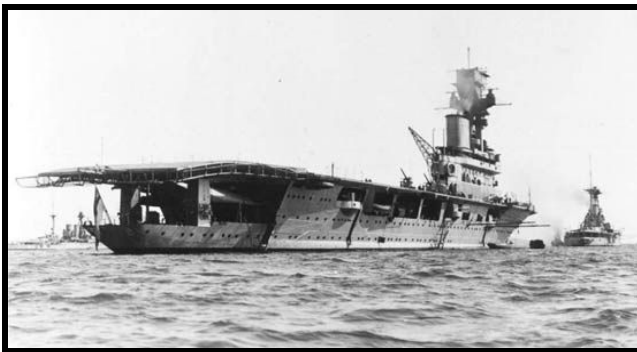
But the mystery does not stop there. Shortly after America's entry into the war, Japan was still enjoying military success in expanding its empire as they continued to push meager British forces westward. Sweeping through the Dutch East Indies, they occupied Burma and began to look toward India. It was there that 50 (some sources say 80) Aichi D3A1 aircraft (VAL) from the Japanese carriers *Akagi* (flagship), *Hiryu*, and *Soryu* caught and sank *Hermes* while she was escorting a convoy from Trincomali to the Maldive Islands.

Charles' reply included a fairly detailed account of the action:

"April 5th-9th - Japanese Carrier Attacks on Ceylon

- A new British Eastern Fleet had been assembled under the command of Adm Sir James Somerville, recently of Force H. The variety of ships was split into two groups. A fast group included battleship "Warspite", carriers "Indomitable" and "Formidable", heavy cruisers "Cornwall" and "Dorsetshire", two light cruisers plus destroyers. In the slower group were four 'R' class battleships, old carrier "Hermes" and some cruisers and destroyers. Two Australian destroyers accompanied each group. As the Ceylon bases of Colombo and Trincomalee were poorly defended and too far forward, Adm Somerville was operating out of the secret base of Addu Atoll in the Maldive Islands SW of Ceylon. Early in April, two Japanese forces headed into the Indian Ocean. One under Adm Ozawa with carrier "Ryujo" and six cruisers made for the Bay of Bengal and east coast of India. In a matter of days 23 ships of 112,000 tons were sunk. Japanese submarines sank a further five off the Indian west coast. Bad as this threat was, the real one came from the carrier strike force of Adm Nagumo with five Pearl Harbor carriers - "Akagi", "Hiryu", "Soryu", "Shokaku" and "Zuikaku" - plus four battleships and three cruisers.

The Japanese fleet was first sighted on the 4th south of Ceylon, and shipping cleared from the ports. In the morning of the 5th a heavy raid on Colombo sank destroyer "TENEDOS" and armed merchant cruiser "HECTOR". Heavy cruisers "CORNWALL" and "DORSETSHIRE" were to the



southwest, sailing from Colombo to rejoin the Royal Navy's fast group. Found at noon they soon went to the bottom under a series of aircraft attacks. But Adm Nagumo had not yet finished. As Adm Somerville's two groups searched for the Japanese from a position between Addu Atoll and Ceylon, they circled round to the east. From there, on the 9th, Japanese aircraft found the shipping cleared from Trincomalee and back on its way in. Carrier "HERMES", Australian destroyer "VAMPIRE" and corvette "HOLLYHOCK" were amongst those that soon went down. The Japanese ships left the Indian Ocean, never to return again in force. Not knowing this, the surviving ships of the Royal Navy withdrew - the slow group to Kilindini in East Africa and the other to the Bombay area."

Charles also provides a bit of debate with this remark: "Like the USS LEXINGTON and USS SARATOGA, she was designed as a battle cruiser but finished as an aircraft carrier. HMS HERMES proved to be very satisfactory in her designed role and was an excellent sea-boat with little roll." This remark contrasts sharply with other published data making the claim that *Hermes* was the first purpose built aircraft carrier—built from the keel up, as is often said. She was built by Armstrong Whitworth, laid down 15 January 1918 and launched 11 September 1919. She was subsequently commissioned in July 1923. I wonder if Charles is confusing *Hermes* with *Eagle* which was converted from the incomplete hull of the Chilean battleship *Almirante Cochrane* and subject of a prior Mystery Photo. Physically the two vessels are very similar, differing in a general sense only with certain hull penetrations, stern arrangements, and Eagles' second funnel.

The responses included several other interesting observations. Dave promised more, but it never came. Charles says that "one distinguishing feature was the British unique fire control station atop the tripod mast." And, in a follow-up, points "out that it is obvious that the photo has been censored. The British capital ships had radar at this point and it looks like the ship's radar has been airbrushed off the fighting top." I'm not sure I agree; it may just be a canvas cover rigged to protect the spotters from the intense sun at the latitude they were operating in.

Bloody Bob claims the "The tripod mast, single medium sized stack and what appears to be 5" guns forward and aft of the conning tower pretty well establish it as an ESSEX." He does include this statement that

(Continued on page 3)

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
November 10, 2007
Mariners' Museum

Guests: Bill Sharer
Butch Watkins

The Skipper, John Cheevers, called the meeting to order at 1407 hours. The Skipper recognized the guests and asked them to introduce themselves and give details of their nautical interests. The Skipper explained the requirements for membership and invited them to return. There were no corrections to the minutes as published. Eric Harfst gave the Purser's report. Eric detailed the proceeds from the auction held at the October meeting. Greg Harrington gave the Webmaster's report.

Old Business: Ryland Craze gave the report of his audit of the financial records and submitted a written copy to the Clerk. Bob Comet said the society owed Alan Frazer a round of thanks for his efforts in making the model exhibition at the Poquoson Library a success. That said, Alan received a hearty round of applause.

New Business: The subject of the annual banquet was

broached. The members were asked if a change of venue was in order. The banquet has been held in downtown Hampton for the past several years. This item was tabled and will be resurrected at the December meeting. David Tagg asked if there was another model exhibition scheduled and Bob Comet said that we were looking to go into the Suffolk History Museum in 2009. Bob also commented that it would be nice to go back to the Poquoson Library at a later date. Alan Frazer had two Constructo kits that were given to him and was giving them away.

Show & Tell: John Cheevers showed Bluejacket mailing introducing their Arleigh Burke DDG-51. The kit will be 1:192 scale and available in the spring of 2008. John also showed a Harbor Freight advertisement for a oxy-acetylene torch outfit. Dave Baker showed his current project and several card models that are downloadable from the Paper Shipwright, <http://www.papershipwright.co.uk/about.shtml> and other sources. Greg Harrington showed pictures of Peter Spier's model work. Greg also talked about his visit to the Yokohama Maritime Museum. Bob Comet showed plans for a Maine Pea Pod lobster skiff and Poquoson three-log canoe. Bob also showed a plug for the pea pod he carved using a draw knife. Gene Berger showed his model of a type "A" two-man Japanese submarine. Ryland Craze showed progress on his current project, the *Cherbourg*. Bill Clarke talked about the maritime museum in Beaufort North Carolina.

The meeting was adjourned to a presentation, "Technique for Milling Sheer and Camber", by John Cheevers

NAUTICAL TERM

Tern Schooner A three-masted schooner built in New England or Nova Scotia. Tern in this sense is a set of three, and comes via Middle English and early French from the Latin *terni*, of the same meaning.

Submitted By: Tim Wood

(Continued from page 1)



make something you're proud of. Just remember to practice on junk wood before you commit that reserve on the top shelf.

The message is this:

Embrace the hobby and learn it well. Enjoy the rewards and then pass on that hard won knowledge. If you do, you'll see ship modeling from a whole different perspective.

Happy Holidays,

John

THE ANSWER

The answer to Mystery Photo 257 is:

H.M.S. HERMES

(Continued from page 2)



Mystery Photo

somewhat but not quite saves him: "I am not certain of my choice, because the ship in the mystery photo is in a sinking state, with the bow submerged. This is far closer to sinking than any other photos I have found after searching the web for not only FRANKLIN, but all the ships in the ESSEX class. Yes, all 24 of them!!"

And Rob, after having trouble finding a match to our Mystery Photo in Roger Chesnau's book, used the features he found in the image to help identify the ship. "Tried to isolate the combination of very sharp bow, drooping after end of flight deck (I can hardly call this in good conscience a "round-down"), huge masthead fittings, single funnel, large b&a crane abaft the island, and two cruciform elevators. All the features except the sharp bow appear in images of HMS Hermes." Finally, "thinking for the while that there is perspective distortion in the Mystery Photo or the smoke hides things that would otherwise reveal the broad bow on Hermes." In fact it's hard to determine the exact forward flight deck shape due to the amount of immersion.

So you can see hard fought battles happened in very unfamiliar places during World War Two. We are fortunate, indeed, to have the photographic record to study today.

John Cheevers

BOOK REVIEW

Under Pressure; The Final Voyage of Submarine S-Five
A.J. Hill
The Free Press, 2002

This is the account of the last voyage of newly commissioned submarine, S-5. She was on her way to Baltimore for a recruiting drive when she sank in 180 feet of water 45 miles east of the entrance to Delaware Bay on August 30, 1920. The crew was attempting to conduct a crash dive when a number of things went wrong and the boat ended up nose down in the mud. Eventually they were able to raise the stern above the water and started to cut their way out with hand drills and hammers and chisels. The author does a great job of narrating the struggle to cut through the thick hull and eventually signal to a passing ship.

I found the descriptions of the mechanical workings of the submarine to be very interesting. Dr. Hill pays particular attention to the main induction system and the Kingston ballast tank controls that played a major role in the accident. The photographs are well selected to illustrate the construction and interior design of the S-5 and really help the reader understand the chain of events. Even if you are not interested in submarines I think you will find this to be a good book. For those of us who are US Navy buffs this is an excellent read about the early days of the silent service. The Williamsburg/James City County library holds one copy of Under Pressure.

Len Wine



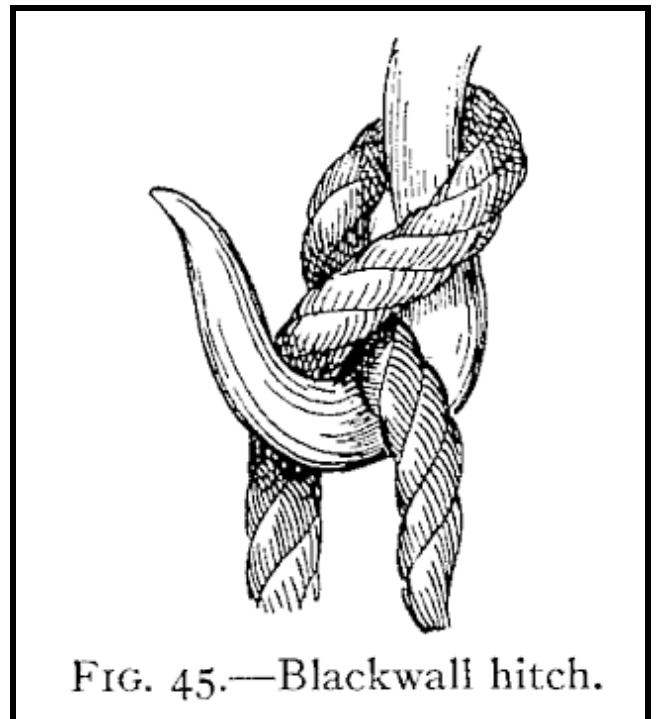
Photo #: NH 41810 USS S-5 (SS-110) Stern showing above the water, a few days after she accidentally sank off Delaware Bay on 1 September 1920. Photographed from USS McDougal (DD-54), which took some of S-5's crew back to New York. Donation of Ensign E.N. Cohen, USNR, 1964. U.S. Naval Historical Center Photograph.

PEAPOD

The Maine Peapod is believed to have appeared first about 1880. It was commonly used for lobstering among the reefs where a larger boat could not go. The most common length was 15 feet. Peapods are fine rough-water rowing boats. They were designed to be stable enough for the rower/fisherman to row standing up or to put one foot on the gunwale to haul a lobster pot. The design may have been influenced by the birch bark fishing canoes of the Penobscot and Quoddy Indians.

Center for Wooden Boats

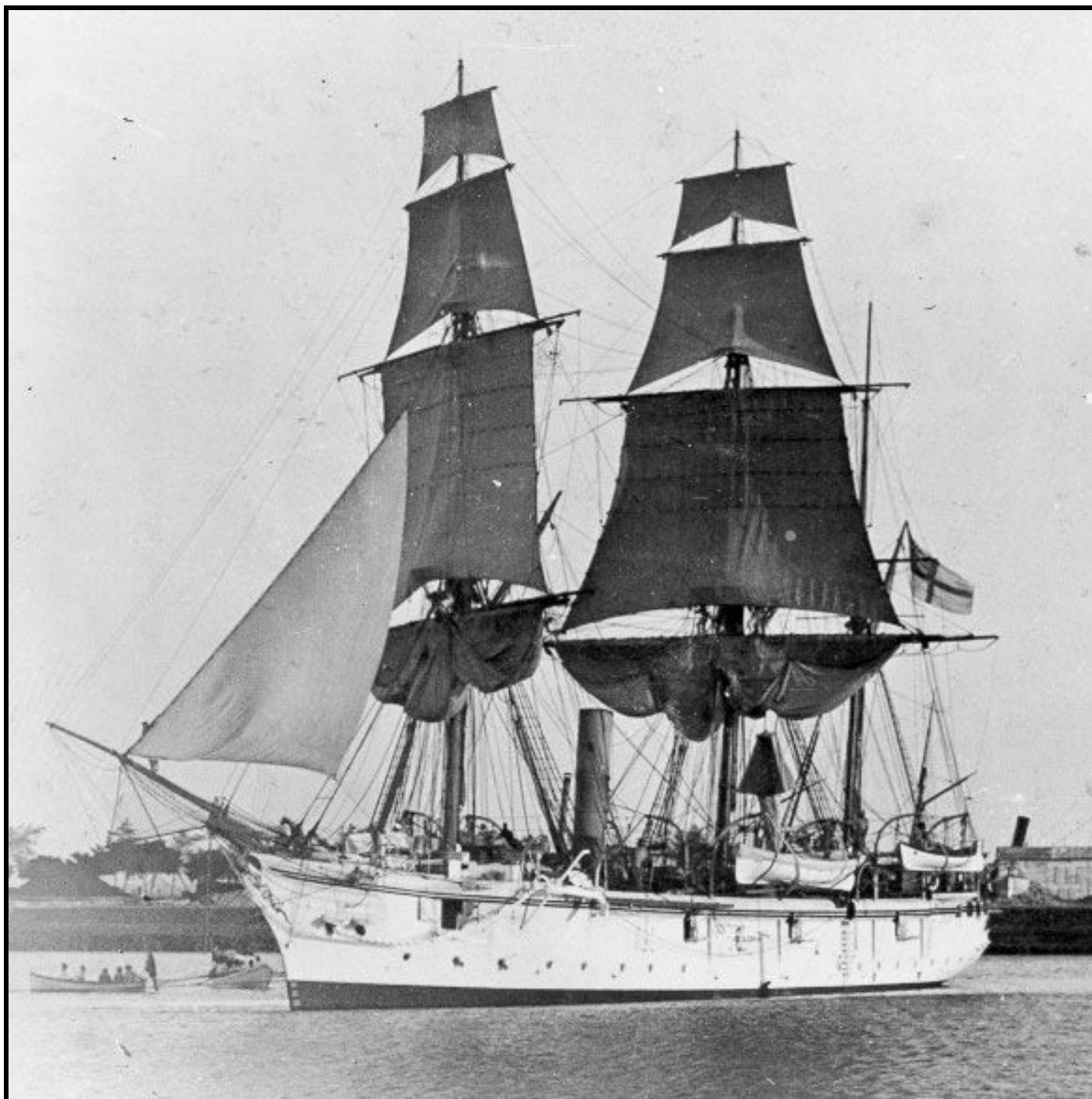
<http://www.cwb.org/BoatDatabaseRowboats.htm>



The "Blackwall Hitch" (Fig. 45) is still simpler and easier to make and merely consists of a loop, or cuckold's neck, with the end of rope passed underneath the standing part and across the hook so that as soon as pressure is exerted the standing part bears on the end and jams it against the hook.

From: The Project Gutenberg eBook, Knots, Splices and Rope Work, by A. Hyatt Verrill

The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails."
-William A. Ward



Mystery Photo

Contact John Cheevers by mail, e-mail or
telephone if you know what it is.

jfcheevers@verizon.net

NOTABLE EVENTS

DECEMBER

- 15 **HRSMS** Monthly Meeting: Host Bob Comet

JANUARY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of Officers
Presentation "Tools for the Ship Modeler", By John Cheevers

FEBRUARY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Election of Officers
Presentation "Making Water", By Charles Landrum

MARCH

- 15 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation "Ship modeling research via the Internet",
by John Wyld

APRIL

- 12 **HRSMS** Monthly Meeting: Mariners' Museum

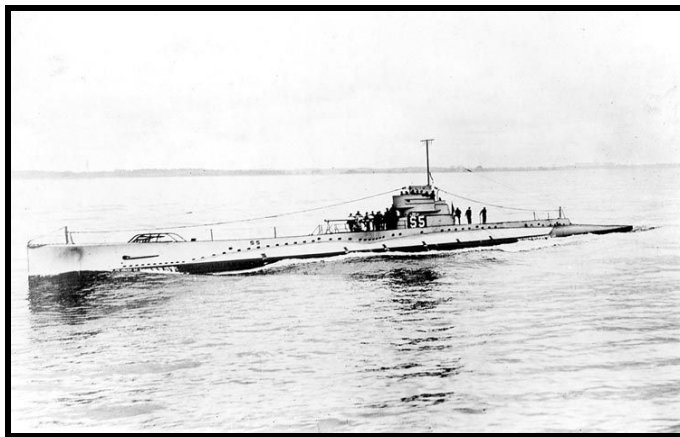


Photo #: NH 41806
USS S-5 (SS-110)
Underway in 1920.
U.S. Naval Historical Center Photograph.

WATCH, QUARTER AND STATION BILL



Skipper: John Cheevers (757) 591-8955
Mate: Ryland Craze (804) 739-8804
Purser: Eric Harfst (757) 221-8181
Clerk: Tom Saunders (757) 850-0580
Historian: Len Wine (757) 566-8597
Editors: John Cheevers (757) 591-8955
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615

Next Meeting

Date: Saturday, December 15, 2006

Time: 1800 Hours

Place: 316 Sherwood Drive, Suffolk, Va.

Host: Bob Comet & Tim Wood

For those coming from Richmond, take either 460 E or 64 E. From 460 E, proceed until it intersects 58 W. Proceed on 58 W, staying on 58 bypass. At the third stop light after 58 bypass joins 58 bus., turn right onto Grove Ave. Take second left onto Colonial. Take second right onto Pond. Take first right onto Sherwood. House is seventh house on right at 316 Sherwood Drive. phone 757 934 1279. For those coming via 64 E, take either James River Bridge (Mercury Blvd exit) or continue to 664 S and cross Monitor Merrimac bridge tunnel. Those taking James River Bridge, follow route 32 (state) south to 58 W then proceed as above. Those taking 664, proceed to 58 W (Suffolk exit 13) and further proceed as above. For those coming from Newport News or Hampton, take either the James River Bridge or 664 S and proceed as above. For those coming from Norfolk, Portsmouth, or Virginia Beach take 64 E to 58 W, or take 264 W to 58W and proceed as above.

